

## STAFF REPORT

**SUBJECT:** South Coast Transit Priorities Project

**MEETING DATE:** October 21, 2004

**AGENDA ITEM:** 9

**RECOMMENDATION:**

- A. Approve a Federal Transportation Improvement Program (FTIP) amendment to change the scope of the South Coast Transit Priorities Project to allow MTD to purchase diesel and electric buses and fund three years worth of transit operations using \$7,252,260 in CMAQ funding.
- B. Approve \$331,200 in CMAQ funding from the SCTP project to fund three years of operating costs for the Santa Ynez Regional Transit Service project and require MTD to provide annual reports to the SBCAG Board on ridership levels, farebox recovery rate, and route, service or fare refinements.
- C. Return the remaining \$812,740 in CMAQ funds from SCTP project to the unprogrammed regional balance of CMAQ funds to be made available for programming in the next FTIP funding cycle.

**SUMMARY:**

Per the attached letter, MTD has requested that SBCAG amend the scope of the South Coast Transit Priorities project in the Federal Transportation Improvement Program. The project is currently funded with \$9.1 million from regional apportionments of federal Congestion Mitigation Air Quality (CMAQ) program funds. The changes to the project proposed by MTD include:

- Replacing the 25 all-electric buses in the currently approved project with a mix of electric shuttles and diesel buses
- Modifying some of the South Coast service expansions
- Using some of the CMAQ funds for operating costs of the new South Coast transit services
- Using some of the CMAQ funds for operating costs of the Santa Ynez Valley Regional Transit service

Staff has evaluated the major components of the proposed amendment and is recommending approval of the bus purchases for the SCTP project and operating assistance for the SCTP and Santa Ynez service.

**DISCUSSION:**

MTD has requested that SBCAG amend the scope of the South Coast Transit Priorities project in the Federal Transportation Improvement Program. The project is currently funded with \$9.1

Member Agencies

Buellton • Carpinteria • Goleta • Guadalupe • Lompoc • Santa Barbara • Santa Maria • Solvang • Santa Barbara County

million from regional apportionments of federal Congestion Mitigation Air Quality (CMAQ) program funds and \$940,000 in matching funds provided by MTD and local agencies. MTD has previously expended approximately \$704,000 of the programmed CMAQ funds on capital improvements. Because MTD is proposing to change the scope of the project from what was approved by SBCAG and is currently programmed in the 2004 FTIP, MTD is required to return to SBCAG, the source of the funds, to request an FTIP amendment.

The project has undergone significant changes since it was programmed in the 1999 Federal Transportation Improvement Program (FTIP). Table 1 summarizes the original proposal, the major revision that was approved the board through an FTIP amendment in early 2003, and the current project amendment submitted to SBCAG in August 2004.

MTD has expressed to the South Coast Subregional Committee and the board its commitment to deliver the SCTP and Santa Ynez Regional Transit Service projects. Changes to the projects are being sought, however, to reflect the high cost and unavailability of the large electric buses proposed in the original SCTP project and the urgent need to replace its aging fleet. In addition, MTD is seeking to shift a significant amount of the CMAQ funds from capital purchases to operating subsidies due to limitations on the district's financial resources.

The original all-electric bus project has changed to a project that is now 40% electric buses and 60% diesel buses. Another significant change is that CMAQ dollars are being proposed to fund capital and operating expenses versus the original project that entailed only capital expenditures. Under federal CMAQ guidelines, transit operating costs are eligible for funding for no more than three years for establishment of new or expanded services that will result in reduced vehicular emissions and contribute to attainment/maintenance of federal air quality standards.

At this time, approximately one-half of the new services proposed in the SCTP project have been implemented, and the fareboxes have been purchased and installed. MTD has entered into a lease agreement for the 11 Villager replacement buses. MTD is requesting board approval to use the remaining \$7.6 million in CMAQ funds for new and replacement buses (including the leased Villagers), operating costs for 3 years of expanded service in the South Coast and to the Santa Ynez Valley and installation of superstops

The cost of the diesel buses is significantly lower than the electric buses (about 50% lower) and as a result, not all of the CMAQ funds currently programmed are needed for capital bus purchases. MTD has requested that \$1.829 million of the CMAQ funds be shifted to cover operating costs for the expanded South Coast service. In addition, MTD has proposed to fund three years of operating costs for the Santa Ynez Regional Bus Service (\$331,200), whose capital costs were funded by SBCAG in the 2002 FTIP as a separate project.

Although this element has been proposed for funding from the SCTP project, the Santa Ynez service was not part of the approved project. Consequently, in staff's evaluation of the request, the Santa Ynez service was evaluated as a separate project as described in Table 1.

The SBCAG Board will have to decide whether the FTIP amendment revising the SCTP project should be approved and whether the FTIP amendment shifting funds from the SCTP project to the new Santa Ynez Valley regional transit service should be approved. The board will also need to determine whether any of the remaining CMAQ funds from the SCTP project that are not used for these purposes should be returned to the regional pot for competitive award in the next programming cycle.

## Project Evaluations

CMAQ funds are awarded to projects by SBCAG through a regional competitive programming process conducted approximately every two years. Projects are nominated by local agencies, evaluated, scored and ranked according to established criteria, and ultimately approved for funding by the Board.

**Table 1. MTD's Project Changes**

<b>South Coast Transit Priorities Project</b>				
<b>Feature</b>	<b>Original 1999</b>	<b>Revised 2003</b>	<b>Revised August 2004</b>	<b>CMAQ Request</b>
<b>Buses</b>	39 Battery Electric  (17 Replacement + 22 For New Service)	25 Battery Electric  (17 Replacement + 8 For New Service)	9 Battery Electric for New Service  14 Clean Diesel (11 Replacement, 3 New Service)	
<b>Superstops, Downtown SB</b>	4 @ \$400,000	Same	4 @ \$313,630	\$277,560
<b>Fareboxes</b>	55 @ \$9,000 each	Implemented	Implemented	
<b>Capital Cost</b>	\$275,000/bus	\$500,000 first 5 \$450,000 other 20	\$270,000 each for new electrics and new diesels \$234,000 for diesel replacements	\$5,146,200
<b>Operating Cost</b>	No funds requested	No funding requested	\$2,546,700 (3 yrs.)	\$1,828,500
<b>Services</b>	Old Town–UCSB – Camino Real	UCSB–Isla Vista–Camino Real	UCSB–Isla Vista–Camino Real	
			Goleta Old Town – Fairview, Calle Real	
	Mesa Loop: Shoreline focus	Mesa to Downtown Focus	Mesa Loop, Phase 2, greater frequency	
	Crosstown	Electric Avenue	Implemented with other funds	
	East-West Line 1	Implemented	Implemented with other funds	
	Carpinteria Seaside Shuttle	Implemented with MTD funds	Implemented with other funds	
	Hollister Ave. from Fairview to Camino Real	Implemented with MTD funds	Implemented with other funds	
<b>Santa Ynez Valley Service</b>				
<b>Feature</b>		<b>Original 2002</b>	<b>Revised Aug. 2004</b>	<b>CMAQ Request</b>
<b>New Buses \ Capital Cost</b>		5 Diesel Over the Road Coaches, \$500,000 each, \$2.5 million total (\$1.9 mil. CMAQ)	Implemented	
<b>Operating Cost</b>		No funding requested	\$649,500 (3 yrs.)	\$331,200

When an agency requests a significant amendment to the scope of a project, it has been SBCAG's practice to re-score the project using the new scope and compare its new score to all projects proposed during the funding cycle from which it was originally funded. This allows the Board to see how the revised project would have been scored and ranked against all other projects that were nominated in the original programming cycle when considering action on the amendment.

### South Coast Transit Priorities Project

MTD has spent \$704,000 in CMAQ funding to purchase electronic fareboxes under the current scope of the South Coast Transit Priorities project. Under MTD's requested amendment, \$5.424 million of the remaining funds would be designated for capital purchases, including electric and diesel buses and superstops to serve the South Coast. An additional \$1.829 million would be used to fund operations for three years. The request for operating funding is a new request from MTD. It is important to note that CMAQ funding may only be used for three years to cover the operating costs of a "pilot project" per program guidelines. How MTD will fund the new services described in Table 1 after three years has not been determined at this time, though they have initiated discussions on the subject with various agencies highlighted below.

Staff re-scored the revised project using the criteria established for evaluating CMAQ funded projects that were nominated by local agencies for the 1999 FTIP funding cycle. Using information submitted by MTD, the project's expected emission benefits, project readiness, and project support characteristics were evaluated. Table 2 shows the new CMAQ scores for the revised project and explains why the changes occurred. Based on this evaluation, the CMAQ score dropped from 93 down to 66<sup>1</sup>. As described in Table 2, the primary reasons for the significant score reduction are: 1) the inability to receive emissions reduction credit for the capital bus replacement portion of the project given that the new replacement buses will be diesel buses; and, 2) the reduction from a 12-year to 3-year project life – given the need to expend CMAQ dollars for operations which can only be used for up to three years.

The total score of 66 points (of a total 100) still puts this project above the funding cutoff line used by SBCAG for the 1999 FTIP for CMAQ eligible projects (Table 4). In the 1999 FTIP, SBCAG approved CMAQ funding for projects with scores as low as 59. It should be noted that although the project's benefit/cost ratio is lower, it still results in significant emission reductions due to 1) increased transit ridership and reduced auto trips and 2) the replacement of older diesel buses with cleaner burning current technology diesel buses.

Local funds have assisted with the implementation and will assist funding future improvements. The cities of Santa Barbara and Carpinteria and the County of Santa Barbara will provide capital match support for new services and the two cities are also providing operating assistance support for services in Carpinteria and Santa Barbara. MTD has presented the revised project scope to the city councils of Santa Barbara and Goleta and both provided their unanimous support. According to MTD staff, by providing support the cities are indicating that they understand that operating funding will be needed from them when the CMAQ funds expire, but no specific commitment of funds has been requested or granted at this time. In Santa Barbara, the city also agreed to contribute local matching funds for capital purchases.

MTD made an informational presentation to the Carpinteria city council on the revised scope.

The Board of Supervisors has also given unanimous support to the revised project and approved a Memorandum of Agreement with MTD supporting the UCSB-Isla Vista shuttle service. The MOA states that the County shall provide local funds as a capital match for

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<sup>1</sup> In 2003, a previous amendment was evaluated and approved for this project. The resulting revised CMAQ score was 86 (based on increase cost to the 30' electric buses and other minor modifications).

shuttles purchased for the UCSB-Isla Vista service and shall provide funding for operating the service after the three year pilot period expires.

The SBCAG South Coast Subregional Committee reviewed the MTD request at its September 1, 2004 meeting and voted to recommend approval.

#### Santa Ynez Valley Regional Transit Service

The Santa Ynez Valley Regional Transit Service project was submitted for funding by MTD in the 2002 FTIP cycle, and received \$1.9 million in CMAQ funding, which MTD has used to purchase 5 MCI buses. The service has not been implemented to date, but MTD is planning to begin the service this year. MTD is requesting that \$331,200 in funding from the South Coast Transit Priorities project be used to fund the operating costs of the Santa Ynez Valley service for three years. The CMAQ funds would cover about one-half of the project's net operating costs for the first 3 years. MTD is proposing to use its own funds to cover the remaining operating costs. Under the original Santa Ynez Regional Transit Service project proposal, MTD expected to cover all of the operating costs from fare revenues (probably an unrealistic expectation) or its own funds, consequently no CMAQ funds were requested for operating costs in the 2002 project.

Staff re-scored this project as if MTD had requested not only capital funding, but operating funding, at the time the project was originally submitted in 2002. Staff used the criteria established for evaluating CMAQ funded projects that were nominated by local agencies for the 2002 FTIP funding cycle. Similar to the South Coast Transit Priorities Project, this project's expected emission benefits, project readiness, and project support characteristics were re-evaluated. Based on this evaluation, the Santa Ynez Valley Regional Transit Service project's CMAQ score dropped from 76 down to 61. The primary reasons for the score reduction are: 1) including as part of the cost-benefit equation the additional \$331,200 proposed for operations; and, 2) the reduction from a 12-year to 3-year project life – given the need to expend CMAQ dollars for operations (Table 3).

For the Santa Ynez Valley Regional Transit Service project, a score of 61 points (of a total 100) still puts this project above the funding cutoff line used by SBCAG for the 2002 FTIP for CMAQ eligible projects (Table 5). In the 2002 FTIP, SBCAG approved CMAQ funding for projects with scores as low as 45.

MTD has made presentations on the proposed service to the Solvang and Buellton city councils. The councils were not asked to vote on the proposed service, but a consensus was voiced at each presentation in support of the service. In addition, the proposed Santa Ynez Valley regional transit service was presented to the County Board of Supervisors at its October 5, 2004 meeting. The Supervisors voted to support the FTIP amendment for the SYV service and requested that MTD give them annual reports on the ridership and farebox recovery rates of the Santa Ynez service. The SBCAG South Coast Subregional Committee reviewed the MTD request at its September 1, 2004 meeting and voted to recommend approval.

Letters of support for the Santa Ynez service have been received from UCSB and members of the public. They are attached to the staff report.

#### **Recommendations**

##### South Coast Transit Priorities Project

SBCAG staff recommends that the Board approve MTD's requested FTIP amendment to change the scope of the project to allow MTD to purchase diesel and electric buses and fund three years worth of transit operations for expanded service. The project still scores "above the

line” for CMAQ funding, and would provide the region with an air quality benefit in addition to improved transit services for the region’s citizens. This would commit \$7.240 million in CMAQ funding to the project.

Staff cautions, though, that funding for operations beyond three years has not been identified. CMAQ funds can’t be used to fund operations after the 3 year demonstration period. Consequently, to continue the expanded service MTD will need to rely on its existing TDA or Federal Transit Administration urbanized area formula funds that are used to fund its current services or look to South Coast cities and the county for local contributions. Recent discussions between MTD and the cities of Santa Barbara and Goleta and the County of Santa Barbara appear to be laying the groundwork for securing local contributions after the third year. The service expansion represents about a 6% increase in MTD’s service hours. If new revenues cannot be identified to replace the CMAQ funds after 3 years, it is likely that MTD will have to cut its service.

### Santa Ynez Valley Transit Service

This recommendation was the most challenging for SBCAG staff as it raises several issues that both support and detract from the requested amendment. Issues that support funding operating costs with CMAQ are:

- The project is eligible for CMAQ and even with operating funds factored in scores well above the funding cut line for the 2002 FTIP.
- There is a demand for regional service from the Santa Ynez Valley to the South Coast that is currently unmet and SBCAG has an interest in seeing this service implemented. Local agencies have expressed support for the service, but have not committed to providing any funding.
- The buses have been purchased and the service could be started relatively soon.
- A case could be made that MTD’s request is no different than a request for additional funds for a highway project that has experienced a cost increase. MTD’s expectation to cover all operating costs through fare revenues was unrealistic and they are now requesting additional funding to cover a portion of the operating costs that won’t be covered by fares. MTD would absorb half of the net operating costs (about \$106,100 annually) using its own funds.

Issues that raise concerns about programming CMAQ for operations are:

- MTD is committed to providing the service whether SBCAG agrees to fund the operating costs or not and this raises the question: What is the urgency for SBCAG to fund its operations using valuable CMAQ funds? SBCAG has already invested \$1.9 million in this project—If MTD has the funds to operate the service, shouldn’t SBCAG encourage MTD to use its own and other local funding to serve as a match?
- No source of funds has been identified to operate the service after 3 years—Is it sustainable?

Staff considered three programming options when deciding upon a recommendation:

1. Fund the operations of this service through an amendment of the South Coast Transit Priorities project with \$331,200, to complement the \$1.9 million in CMAQ the Board programmed for bus purchases in 2002.
2. Deny the request and send the \$331,200 back to the regional pot.

3. Fund a portion of the CMAQ request. Both SBCAG and MTD have an interest in seeing the service implemented. Given the number of counterbalancing arguments for and against the request, the board may wish to fund a portion of the costs (eg., funding half of the request, or \$165,600). This would help get the service on the road yet put some funding back into the pot that could be used in future funding cycles for other projects including those nominated by MTD.

Based on the support that has been demonstrated, Staff is recommending that the board approve SBMTD's request to provide \$331,200 of the CMAQ funds to operate the Santa Ynez Valley Regional Transit service for three years (Option 1 above). Staff also recommends that MTD be required to provide annual reports to the SBCAG Board on ridership levels, farebox recovery rate, and route, service or fare refinements.

Approval of the funding requests as recommended will leave a balance \$812,740 from the original amount of CMAQ funds programmed for the SCTP project. Staff is recommending that these funds be returned to the unprogrammed regional balance of CMAQ funds to be made available for programming by SBCAG in the next FTIP funding cycle.

### **COMMITTEE REVIEW**

The South Coast Subregional Planning Committee met on September 1 to review SBCAG staff recommendations and voted to approve the South Coast Transit Priorities Plan Amendment, fully fund the Santa Ynez Regional Transit Service operational funding request, deny the Transit Center request (subsequently withdrawn by MTD) and return the funds to the regional pot.

**Staff Contacts:**      Air Quality: Jim Damkowitz, Michael Powers  
                                 Funding: Steve VanDenburgh

**Table 2. South Coast Transit Priorities Project CMAQ Scoring Summary**

CMAQ SCORING CRITERIA	MAX POINTS	ORIGINAL SCORE	REVISED SCORE	COMMENTS
<b>Project Readiness and Feasibility</b> 1) Current status of project development 2) All other project funds needed are committed & available 3) Ability to maintain/operate in the future.	25	18	20	The original project scope was marked down 7 pts under criteria #1 (status of project development) given that battery electric technology was unproven. These points were added back under the revised diesel project scope. Conversely, 5 pts were taken from criteria #3 given that CMAQ funds will now be used for capital and operating versus just capital. Presently, there are no local agency funding agreements to continue this project beyond 3-years.
<b>Project Support</b> 1) Agency priority 2) Is the project supported by more than one agency 3) Consistency with local/regional plans	25	25	23	The revised project scope was marked down 2 pts under criteria #3 given that it no longer is consistent with the Clean Air Plan policy of supporting clean alternative fuel technology.
<b>Project Benefits</b> 1) Weighted Cost/Benefit (as measured by CMAQ dollars per pound of ozone precursor emissions reduced annually) over the lifetime of the project. + 2) Elimination of vehicular trips & vehicle miles of travel	40	40	16	The revised project scope lost 24 cost-benefit pts given the inability to receive credit for the emissions reduction benefit from purchasing clean diesel buses (CMAQ guidelines). Also, the revised project scope was evaluated based on a 3-year life versus a 12-year life given the shift of CMAQ dollars to fund operating versus just capital. Trip and VMT reductions were also re-estimated resulting in a drop of 3 pts.
<b>TOTAL POINTS</b>	100	93	66	Project still scores above the 1999 FTIP CMAQ funding outline

**Table 3. Santa Ynez Valley Regional Transit Service Project CMAQ Scoring Summary**

CMAQ SCORING CRITERIA	MAX POINTS	ORIGINAL SCORE	REVISED SCORE	COMMENTS
<b>Project Readiness and Feasibility</b> 1) Current status of project development 2) All other project funds needed are committed & available 3) Ability to maintain/operate in the future.	25	18	18	No change.
<b>Project Support</b> 1) Agency priority 2) Is the project supported by more than one agency 3) Consistency with local/regional plans	25	24	24	No change.
<b>Project Benefits</b> 1) Weighted Cost/Benefit (as measured by CMAQ dollars per pound of ozone precursor emissions reduced annually) over the lifetime of the project. + 2) Elimination of vehicular trips & vehicle miles of travel	40	27	12	The revised project scope lost 15 cost-benefit pts due to the project being evaluated based on a 3-year life versus a 12-year life given that CMAQ dollars will be used to fund operating versus just capital. The cost-benefit also declined given the additional \$331,200 in CMAQ as operating funds.
<b>TOTAL POINTS</b>	100	76	61	Project still scores above the 2002 FTIP CMAQ funding outline



**Table 4. Rank and Funding Source of CMAQ Eligible Projects - 1999 FTIP**

Agency	Project	Rank	Score	Costs	Approved CMAQ Funding
SBMTD	Cottage/Westside/La Cumbre Shuttle	1	81	\$ 2,434,000	\$ -
SBMTD	Fairview/Camino Real/IV Shuttle	2	77	\$ 1,947,000	\$ -
APCD	CNG Conversion of 4 Clean Air Express Buses	3	76	\$ 120,000	\$ 120,000
City of SB	Traffic Solutions Program	4	74	\$ 177,060	\$ 177,060
Lompoc	Construct Class I bikeway connector to Alan Hancock	5	70	\$ 394,000	RSTP
<b>SBMTD</b>	<b>South Coast Transit Priorities Project</b>	<b>6</b>	<b>66</b>	<b>\$ 10,588,000</b>	<b>\$ 9,175,000</b>
APCD	Take A Vacation From Your Car	7	64	\$ 90,000	\$ 90,000
Buellton	Construct Downtown Park & Ride Facility	8	64	\$ 398,000	RSTP
UCSB	Install CNG Fueling Station and Purchase Fleet Vehicles	9	59	\$ 332,483	\$ 332,483
SB County	San Jose Creek Bikeway	10	55	\$ 1,047,272	RSTP
UCSB	UCSB Faculty and Staff Bus Pass Program	11	55	\$ 180,000	\$ -
APCD	Ridership Outreach for Clean Air Express Service	12	55	\$ 50,000	\$ -
Santa Maria	Install Signal Interconnect on Betteravia Rd.	13	54	\$ 243,000	RSTP
Carpinteria	Carpinteria School Bus Replacement with CNG	14	54	\$ 135,000	\$ -
Santa Maria	Construct CNG Fueling Station	15	54	\$ 194,766	\$ -
SB County	Construct bicycle/ped crossing over HWY 101 at Ellwood	16	53	\$ 2,170,000	\$ -
SB County	Los Carneros Bikelanes	17	48	\$ 77,000	\$ -
SB County	Cathedral Oaks Bikeway	18	47	\$ 1,136,718	\$ -
Santa Maria	Santa Maria Area Class II Bikelanes	19	45	\$ 407,200	\$ -
Santa Maria	Expanded SMAT Service Systemwide	20	44	\$ 619,710	\$ -
SB City	Construct Mission Interchange Class II Bikelanes	21	43	\$ 996,962	\$ -
Lompoc	Additional Funding for HWY 1 Cantilevered Bike Bridge	22	43	\$ 394,000	TE
Lompoc	Alan Hancock College Transit Service	23	38	\$ 428,000	\$ -
Santa Maria	Expanded Guadalupe Flyer Transit Service	24	34	\$ 389,532	\$ -
Lompoc	City of Lompoc TDM Program Implementation	25	32	\$ 117,000	\$ -
UCSB	Purchase and Install Bicycle Racks	26	30	\$ 170,000	\$ -
SB County	Orcutt Creek Bikeway	27	30	\$ 514,893	\$ -
Lompoc	Riverbend Park Class I Bikeway	28	30	\$ 620,000	
Total Project Costs Eligible for CMAQ Funding				\$ 26,371,596	
Total CMAQ Funding Recommended					\$ 9,894,543
CMAQ Funding Available					\$ 10,600,000
Balance Remaining					\$ 705,457
CMA Funding Outline					

Note: Shaded projects include those that are programmed for funding from any of the Regional Flexible Funding Tiers.

**Table 5. Rank and Funding Source of CMAQ Eligible Projects - 2002 FTIP**

Agency	Project	Rank	Score	Costs	Approved CMAQ Funding
SBCAG	Traffic Solutions Program Maintenance	1	89	\$ 675,000	\$ 675,000
Santa Maria	SMVRR Bikeway McCoy to Main ROW	2	85	\$ 736,000	TE
Carpinteria	Bailard Avenue Park & Ride Lot	3	82	\$ 426,000	RIP
SBCAG	Traffic Solutions Program Enhancement	4	81	\$ 1,395,000	\$ 198,571
Santa Maria	Betteravia US101-Blosser Signal Interconnect	5	78	\$ 104,140	RSTP
City of SB	Bike Improvements/Garden Interchange Bike Lanes	6	75	\$ 350,000	RSTP
County	South Coast Intelligent Transportation Systems	7	75	\$ 1,760,000	RIP
Santa Maria	Airport Bikeway Connection Frontage Road to Hagerman	8	75	\$ 116,400	TE
City of SB	Mission Street Bikeway at U.S. Highway 101	9	70	\$ 1,060,577	RIP
UCSB	Smart Card-Based Intelligent Paking System, a Three-Year Pilot Study	10	67	\$ 110,423	\$ 110,423
VCTC	Ventura/Santa Barbara Coastal Express	11	66	\$ 460,000	\$ 460,000
Carpinteria	Carpinteria Bluffs Nature Park Bike Path	12	66	\$ 350,000	RIP
County	San Jose Creek Class I Bikeway (enviromental)	13	65	\$ 200,000	RIP
SBCAG	Rail Siding Extension and Upgrade	14	64	\$ 100,000	RIP
City of SB	Sidewalk Installation Program	15	63	\$ 401,603	RSTP/RIP
Santa Maria	Santa Maria Guadalupe Dunes Bikeway Phase II Preisker to Blosser	16	62	\$ 300,118	RSTP
MTD	Regional Service - Santa Ynez Valley/South Coast	17	61	\$ 2,231,200	\$ 2,231,200
SBCAG	Clean Air Express Program Replacement&Expansion	18	59	\$ 3,116,256	\$ 3,116,256
Solvang	Santa Ynez Valley Transit System Van Replacement	19	58	\$ 132,750	\$ 132,750
MTD	Hybrid-Electric Bus Enhancement	20	58	\$ 3,600,000	\$ 3,600,000
County	Storke Road Sidewalk	21	55	\$ 158,730	RSTP
City of SB	Loma Alta Hill Sidewalk	22	54	\$ 1,076,381	RIP
County	Cathedral Oaks Class I Bikeway	23	53	\$ 302,200	
County	Santa Maria Levee Bikeway	24	51	\$ 886,430	
County	Refugio Rd./Roblar Rd Class II Bikelanes	25	51	\$ 1,610,050	
Guadalupe	Multi-Modal Transit Inventory and Assessment	26	49	\$ 374,288	\$ 200,000
Santa Maria	40" Low Floor CNG Bus	27	46	\$ 265,600	
County	Ten Hybrid Vehicles	28	45	\$ 207,000	\$ 207,000
Lompoc	Riverbend Park Bikeway	29	45	\$ 712,700	TE
SLOCOG	Expanded Inter-County Transit Services between Santa Maria and San Luis Obispo	30	42	\$ 316,500	
City of SB	Carillo Pedestrian Walkway	31	39	\$ 628,278	RIP
City of SB	Stairs at the Ortega/U.S. 101 Pedestrian Overcrossing	32	38	\$ 466,000	
County	Orcutt Creek Class I Bikepath	33	37	\$ 301,000	
Total Project Costs Eligible for CMAQ Funding				\$ 24,930,624	
Total CMAQ Funding Recommended					\$ 10,931,200
CMAQ Funding Available					\$ 10,600,000
Balance Remaining					\$ (331,200)

CMA Funding Outline

Note: Shaded projects include those that are programmed for funding from any of the Regional Flexible Funding Tiers.

RESOLUTION OF THE SANTA BARBARA  
COUNTY ASSOCIATION OF GOVERNMENTS

APPROVING THE 2004 INTERIM )  
FEDERAL TRANSPORTATION )  
IMPROVEMENT PROGRAM )  
(AMENDMENT 1) )

RESOLUTION NO. 04-24

WHEREAS, Title 23 Code of Federal Regulations, part 450, and Title 49 Code of Federal Regulations, part 613, require the preparation and updating of a Federal Transportation Improvement Program (FTIP) by the Metropolitan Planning Organization; and

WHEREAS, the Santa Barbara County Association of Governments (SBCAG) has been designated as the Metropolitan Planning Organization for Santa Barbara County; and

WHEREAS, SBCAG, through the conduct of a continuing, comprehensive, and coordinated transportation planning process with applicable federal requirements, has prepared a 2004 FTIP; and

WHEREAS, the 2004 FTIP has been prepared in cooperation with state and local government agencies including Caltrans, local transit operators; and the Air Pollution Control District; and

WHEREAS, the 2004 FTIP must be consistent with the Regional Transportation Plan adopted pursuant to Government Code Section 6508; and

WHEREAS, the 2004 FTIP projects have been developed from the 2001 RTP and 2003 Congestion Management Program (CMP); and

WHEREAS, the 2004 FTIP includes only air quality conformity exempt projects; and

WHEREAS, draft copies of the 2004 FTIP and Air Quality Conformity Status were made available and members of the public were given a reasonable opportunity to review the draft 2004 FTIP and a public hearing was held to present the recommended 2004 FTIP and take testimony from the public; and

## RESOLUTION NO. 04-24, Page 2

WHEREAS, all projects proposed for federal funding or approval under Title 23 Code of Federal Regulations and the Federal Transit Act must be included in a transportation improvement program; and

WHEREAS, the 2004 FTIP is financially constrained and funds needed to complete the 2004 FTIP are reasonably expected to be available.

NOW, THEREFORE, BE IT RESOLVED that the SBCAG Board of Directors amends the 2004 FTIP to include the changes identified in Attachment A.

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that the 2004 FTIP is consistent with, and one and the same as, the 2001 RTP.

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that development of the 2004 FTIP, is made in accordance with public involvement procedures originally adopted by SBCAG on November 10, 1994 and updated on March 24, 2002; and

BE IT FURTHER RESOLVED that the adoption of the 2004 FTIP constitutes the Intergovernmental Review Procedures for those projects listed in the Biennial Element. The 2004 FTIP approval does not constitute project level design or environmental approval which is conducted separately according to state and federal regulations.

BE IT FURTHER RESOLVED that the inclusion of any federally-funded projects in the 2004 FTIP, including all amendments, constitutes the federal project selection procedures for Santa Barbara County, and any projects programmed in the FTIP may proceed to implementation without further project selection action by SBCAG.

BE IT FURTHER RESOLVED that SBCAG's approval of the 2004 FTIP including all amendments also constitutes the federal transit "designated recipient" approval of all grant applications filed by the transit operators that are consistent with the FTIP project programming.

BE IT FURTHER RESOLVED that minor modifications as specified in the 2004 FTIP will be handled as administrative amendments that may be approved at the discretion of the SBCAG Executive Director and that all other amendments require formal approval of the SBCAG Board of Directors.

## RESOLUTION NO. 04-24, Page 3

BE IT FURTHER RESOLVED that SBCAG has executed a Comprehensive Transportation Planning Memorandum of Understanding (MOU) with Caltrans excluding rehabilitation and safety projects from the FTIP as provided in said MOU.

BE IT FURTHER RESOLVED that the 2004 FTIP is the applicable FTIP for Santa Barbara County and supersedes all preceding FTIPs and their amendments.

BE IT FURTHER RESOLVED that the SBCAG Board of Directors certifies that the urban transportation planning process is being carried on with applicable federal requirements as described in the "Statewide Planning; Metropolitan Planning; Rule" dated October 28, 1993

PASSED AND ADOPTED this 21<sup>st</sup> day of October 2004 by the following vote:

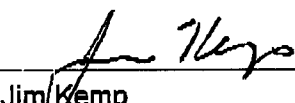
AYES: Supervisors Centeno, Marshall, Rose, Schwartz; Mayors Arca, DeWess, Traylor, Smyser; Councilmembers Hawxhurst, Jordan, Mariscal, Secord.

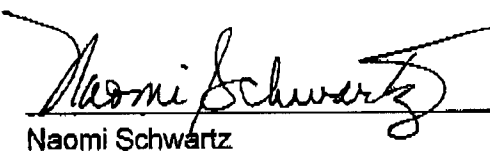
NOES: None.

ABSENT: Supervisor Gray.

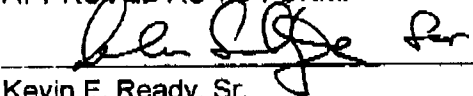
ABSTAIN: None.

ATTEST:

  
\_\_\_\_\_  
Jim Kemp  
Executive Director  
Santa Barbara County  
Association of Governments

  
\_\_\_\_\_  
Naomi Schwartz  
Chair  
Santa Barbara County  
Association of Governments

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Kevin E. Ready, Sr.  
Deputy County Counsel

**2004 Federal Transportation Improvement Program**  
**Santa Barbara County Association of Governments**  
**Santa Barbara County**  
**Document Year 2004**  
(Dollars in Thousands)

**Transit System**

DIST: 05	COUNTY: Santa Barbara Coui	TITLE (DESCRIPTION):	MPO: Santa Barbara County Association of Governments
ROUTE:	PM:	South Coast Transit Priorities (Purchase eleven replacement diesel buses, three expansion diesel buses, nine expansion electric buses, shelters, furniture, and lights)	MPO Aprv:
PPNO:	KP:		State Aprv:
EA:	MPO ID: MTD5		Federal Aprv:
CTIPS ID: 208-0000-0145			<u>EPA TABLE II OR III EXEMPT CATAGORY:</u>
ELEMENT:			

IMPLEMENTING AGENCY: Santa Barbara Metropolitan Transit District

PRJ MGR:

PHONE: (0) 0-

True

**PROJECT VERSION HISTORY** (Printed Version is Shaded) (Last 9 versions displayed)

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
2	Active		JASUNCIO	Amendment - Cost/Scope/Sch. Change	1.00			6,129					
1	Official		JASUNCIO	Adoption - Carry Over	0.00			13,720					

**Fund Source 1 of 2**  
**Fund Category:**  
CMAQ

**Fund Type:**  
Congestion Mitigation

**Funding Agency:**

PE  
RW  
CON  
Total:

PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	FUTURE	TOTAL
	5,424							5,424
	5,424							5,424

**Fund Source 2 of 2**  
**Fund Category:**  
Loc Funds

**Fund Type:**  
Local Transportation Funds

**Funding Agency:**  
Santa Barbara Metropolitan  
Transit District

PE  
RW  
CON  
Total:

PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	FUTURE	TOTAL
	705							705
	705							705

**Project Total:**

PE  
RW  
CON  
Total:

PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	FUTURE	TOTAL
	6,129							6,129
	6,129							6,129

**2004 Federal Transportation Improvement Program**  
**Santa Barbara County Association of Governments**  
**Santa Barbara County**  
**Document Year 2004**  
(Dollars in Thousands)

**Transit System**

DIST: 05	COUNTY: Santa Barbara Coui	TITLE (DESCRIPTION):	MPO: Santa Barbara County Association of Governments
ROUTE:	PM:	Oper. Asst. - S. Coast Trans. Prior. (Operating Assistance for South Coast transit Priorities)	MPO Aprv:
PPNO:	KP:		State Aprv:
EA:	MPO ID: MTD7		Federal Aprv:
CTIPS ID: 208-0000-0168			<u>EPA TABLE II OR III EXEMPT CATAGORY:</u>
ELEMENT:			

IMPLEMENTING AGENCY: Santa Barbara Metropolitan Transit District

PRJ MGR:

PHONE: (0) 0-

True

**PROJECT VERSION HISTORY** (Printed Version is Shaded) (Last 9 versions displayed)

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Proq Con	Proq RW	PA & ED	PS & E	RW Sup	Con Sup
1	Active		JASUNCIO	Amendment - New Project	1.00			2,546					

**Fund Source 1 of 2**

**Fund Category:**  
CMAQ

**Fund Type:**  
Congestion Mitigation

**Funding Agency:**

PE  
RW  
CON

Total:

PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	FUTURE	TOTAL
	610	609	609					1,828
	610	609	609					1,828

**Fund Source 2 of 2**

**Fund Category:**  
Loc Funds

**Fund Type:**  
Local Transportation Funds

**Funding Agency:**  
Santa Barbara Metropolitan  
Transit District

PE  
RW  
CON

Total:

PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	FUTURE	TOTAL
	239	240	239					718
	239	240	239					718

**Project Total:**

PE  
RW  
CON  
Total:

PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	FUTURE	TOTAL
	849	849	848					2,546
	849	849	848					2,546

**2004 Federal Transportation Improvement Program**  
**Santa Barbara County Association of Governments**  
**Santa Barbara County**  
**Document Year 2004**  
(Dollars in Thousands)

**Transit System**

DIST: 05	COUNTY: Santa Barbara Coui	TITLE (DESCRIPTION):	MPO: Santa Barbara County Association of Governments
ROUTE:	PM:	Oper. Asst. - Santa Ynez Val Service (Operating Assistance for Santa Ynez Valley Service)	MPO Aprv:
PPNO:	KP:		State Aprv:
EA:	MPO ID: MTD8		Federal Aprv:
CTIPS ID: 208-0000-0169			<u>EPA TABLE II OR III EXEMPT CATAGORY:</u>
ELEMENT:			

IMPLEMENTING AGENCY: Santa Barbara Metropolitan Transit District

PRJ MGR:

PHONE: (0) 0-

True

**PROJECT VERSION HISTORY** (Printed Version is Shaded) (Last 9 versions displayed)

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
1	Active		JASUNCIO	Amendment - New Project	1.00			649					

**Fund Source 1 of 2**

Fund Category:  
CMAQ

Fund Type:  
Congestion Mitigation

Funding Agency:

PE  
RW  
CON  
Total:

PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	FUTURE	TOTAL
	110	111	110					331
	110	111	110					331

**Fund Source 2 of 2**

Fund Category:  
Loc Funds

Fund Type:  
Local Transportation Funds

Funding Agency:  
Santa Barbara Metropolitan  
Transit District

PE  
RW  
CON  
Total:

PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	FUTURE	TOTAL
	106	106	106					318
	106	106	106					318

**Project Total:**

PE  
RW  
CON  
Total:

PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	FUTURE	TOTAL
	216	217	216					649
	216	217	216					649